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They Satisfy!



Chesterfield CIGARETTES—of Turkish and American tobaccos—blended 20 for 20 cts.

EARLIER TELEGRAMS.

MAKING GERMANY PAY.

Paris, March 4. The War Minister, M. Barthou, has arrived in Paris from London. He expressed complete satisfaction at the results of his visit to England, stating that the Allies are in perfect agreement.

Paris, March 6. The Finance Minister, M. Doumer, was joined in London by the Premier, M. Briand, who to-day conferred with French experts after their meeting with the German experts. Later Marshal Foch had an interview with M. Briand.

4 a.m. It is understood that the new German proposals considered by the Allies last night were drawn up by the Finance Minister, Herr Schröder, and mainly comprise acceptance of the amount of the revision of the first five years laid down at Paris, subject to 30 per cent, issue of an international loan of eight milliard gold marks, and conclusion of commercial treaties virtually providing for the abolition of inequality of customs. The foregoing are conditional on Germany retaining Upper Silesia.

The Allies recognized that the offer is quite unacceptable, but on Mr. Lloyd George's initiative agreed that the project include payment of fixed annual sums of three milliard gold marks for thirty instead of forty-two years, levying on importing countries of 30 per cent, on German exports, with a fixed guaranteed minimum estimated at 100 milliard marks, levying on the total of 30 per cent, on the total of 100 milliard marks. The German delegation has hitherto not signified its views hereon.

Reuter learns that Lord d'Abernon and M. Loucheur interviewed Herr von Simons this morning, whereafter, it is stated, they communicated the outlines of the new German proposals to the Supreme Council at Downing Street. It is stated in French quarters that these are not regarded as acceptable.

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THE NEW RUSSIAN REVOLUTION.

London, March 7. The situation in Russia remains hazy. No big revolutionary success is reliably signalled, but clearly the Soviet is most perturbed. It is doing its level best to pacify public feeling by distributing more food.

Reuter's correspondent at Riga communicates a Kronstadt Revolutionary Committee wireless to the effect that the crews of all the Baltic Fleet vessels there have recognised the Anti-Bolshevik Government. The crews requested all their officers to remain at their posts. It is also stated that the Kronstadt sailors attacked Soviet troops occupying Petrograd districts. The Soviet garrison at Organobanum repulsed and shelled the attackers, whereupon the Revolutionary Committee sent four warships, which bombarded the Soviet fortifications.

MORE MURDERS IN IRELAND.

London, March 7. Colonel Commandant H. R. Conning, Military Governor of Kerry, was killed in an ambush near Clonammin, County Cork, wherein four of the military were killed and two wounded. Five hundred men formed the ambush, the biggest hitherto.

The Mayor of Limerick, Mr. Clancy, was shot dead in his house this morning. His wife was wounded. The ex-Mayor, Mr. O'Callaghan, was also shot dead in his house.

THE RUBBER SLUMP.

London, March 7. It is estimated that January's output of the estates of members of the Rubber Growers' Association who agreed to restriction have fallen thirty per cent. It is understood the Government scheme for assisting the industry in Malaya was referred to the Colonial Office. The official decision is not yet delivered. Prospects of the scheme being of real service to the planters would seem, says the "Times," to be jeopardised by delay. It is reported that such drastic economies have been effected in Ceylon that many estates can pay their way temporarily even at present prices. Consequently Ceylon companies are content to abide by the original 25 per cent. restriction plan.

London, March 7. At the invitation of the Japanese Government the pioneer airman Oswald Short has gone to Japan. Thirty experts are also going to Japan to construct flying-boats.

ANGLO-DUTCH SCIENTIFIC CO-OPERATION.

The Hague, March 7. A scheme of lectures on scientific subjects by English Doctors in Holland and Dutch Doctors in communication with the London University and Royal Academy of Science in Amsterdam. Professors Salmonson and Boeke have consequently gone to England and other Dutch professors are following, while several English professors will lecture in England in the spring.

AIRSHIP CONSTRUCTION IN JAPAN.

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RESEARCH EXPANSION IN THE FAR EAST.

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Paris, March 4. Mr. Winston Churchill has left Marseilles for Egypt and Mesopotamia.

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ALLIES REJECT GERMAN OFFER. PENALTIES TO BE ENFORCED IMMEDIATELY. Military Movements to Begin to-day.

Paris, March 7. (Reuter's Service.) The Allies have rejected the German offer accepting the terms of the Versailles Treaty. The offer was made by the German Government in a letter to the Allies on March 5. The Allies' reply, which was received in Berlin on March 7, stated that the offer was not acceptable. The Allies' offer was rejected because it did not meet the conditions of the Versailles Treaty. The Allies' offer was rejected because it did not meet the conditions of the Versailles Treaty. The Allies' offer was rejected because it did not meet the conditions of the Versailles Treaty.

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Wongkong Telegraph. TUESDAY, MARCH 8, 1921. 日九廿月正. 式拜禮 號八月三民華中. PUMPS. ANDERSEN MEYER & CO. LTD.

THE WRECK OF THE "HONG MOH." Survivors Brought to Hongkong. BRILLIANT RESCUE WORK. The wreck of the "Hong Moh" was discovered on Sunday morning. The ship was found in a state of complete ruin. The crew of the ship were rescued and brought to Hongkong. The rescue work was brilliant and successful.

AMERICAN SHIPBUILDERS REDUCE WAGES. BOMBAY STRIKE OVER DISMISSED HAND. LABOUR WINS IN TRIANGULAR CONTEST. The American shipbuilders have agreed to reduce their wages. The Bombay strike has been settled. The labour has won in the triangular contest.

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The Hongkong Telegraph.

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TUESDAY, MARCH 8, 1921.

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ALLIES REJECT GERMAN OFFER.

PENALTIES TO BE ENFORCED IMMEDIATELY.

Military Movements to Begin to-day.

(Reuter's Service.)

London, March 7.

Mr. Lloyd George, addressing the Germans at the Conference this afternoon, said the German proposals did not represent such an advance on their first proposals as to justify the Allies in postponing the execution of the sanctions. Though all deeply deplored this, it was in the interests of the peace of the world.

Military Movements Ordered.

London, March 7.

At the conclusion of the Conference, a telegram was despatched directing the military movements to begin to-morrow. The German delegates are leaving for home at two o'clock in the afternoon to-morrow.

The New Customs Regime.

London, March 7.

The new Customs regime in the occupied territories will come into force on Thursday.

German Offer Rejected.

Paris, March 7.

The Allies have rejected the newest German offer accepting the Paris Conference figures subject to revision after five years and insisting upon an International Loan to Germany and the retention of Upper Silesia under German rule. The Allies agreed upon a plan including thirty yearly payments each of three billions of marks (gold) and a thirty per cent. tax on German exports. A special Committee is to decide on compensations so as to make up the discrepancies between the plan and the amounts previously agreed on in Paris.—Vale.

German Foreign Minister's Speech.

London, March 7.

Owing to the momentous character of this morning's Conference an enormous crowd gathered outside Lancaster House. Mr. Lloyd George was given a tremendous ovation, the crowd surrounding him and shouting "Make Them Pay!"

Dr. von Simons, in his statement to the Conference, reiterated inability to accept the Paris proposals. He declared that owing to the far-reaching difference of opinion and the grave difficulties in the way of a perfect solution of the reparations problem, the Germans were compelled to abandon the idea of presenting a new plan for total reparations and had decided to revert to the idea of a provisional arrangement. Germany was prepared to pay the fixed annuities provided for the first five years and also to give a full equivalent for the 12 per cent. export duty, which was not thought practicable. Such tremendous payments were only possible if a large part thereof could be financed by way of a Loan proposal and could be made only if Upper Silesia, by virtue of a plebiscite, remained German and if the restrictions imposed on Germany in the commerce of the world were abolished. Both conditions were necessary to enable Germany honourably to promise such high payments. "It is," said Dr. von Simons, "entirely for the Allies to decide whether we submit to such a proposal to-day. If you agree, then we will do our best to co-operate with your experts with a view to establishing as soon as possible a comprehensive plan of reparations covering thirty years. If, however, you insist on our immediately making a fixed total offer, we must ask for a delay of a week to consult the Berlin Cabinet."

NO EVASION.

Dr. von Simons asserted that the difference between the Paris decisions and the German counter-proposals did not mean that Germany intended to evade her obligations or to mock the Treaty. It was a question of the capacity of Germany's economic organisation. They had left nothing untried since Thursday to explain the spirit of the counter-proposals, to clear up mistakes and to find other ways to an understanding. "According to the declarations of the Allies," said Dr. von Simons, "the Paris resolutions are intended to meet us halfway. We prefer for a time, after the lapse of five years, not to make use of this intention to meet us but to get in fact the present provisions of the Peace Treaty. I am unable to see how far this can be regarded as a wilful and deliberate refusal on the part of Germany."

WAR RESPONSIBILITY.

Dr. von Simons said he preferred that the settlement of the total Reparations debt be calculated according to the provisions of the Peace Treaty. As regards Mr. Lloyd George's ruling that Germany's guilt must be considered as the basis of the Treaty, Dr. von Simons said he deliberately avoided speaking on the question of war guilt because that would make an understanding more difficult. He declared that the Treaty of Frankfurt was based on the assumption that the vanquished, and not the guilty party, should pay the costs of the war. History alone was able to decide who was responsible for the World War. He was far from wishing to absolve the German Government from responsibility, but whether a single nation, and that nation Germany, was exclusively guilty had not been finally decided by the Treaty of Versailles. The Treaty of Versailles was lawful for us because we signed it, thus not merely admitting that we lost the war but signing judgement. Mr. Lloyd George had emphasised that it was *chose jugée*, but Dr. von Simons contended that any law reserved the possibility of invalidating *chose jugée* if the condemned party furnished new proofs.

GERMANY'S BURDENS.

Dr. von Simons dwelt on the emotions of his four visits to the devastated areas and said the majority of Germans were anxious to co-operate in the work of reconstruction. He deplored the doubts cast on their proposals to deal with a task of such immense difficulty and declared that Mr. Lloyd George's statement that German taxation was lower than that of the Allies was based on the Allied experts' wrong method of calculating. He quoted figures from the Memorandum of the League of Nations to support his contention that Germany was more heavily burdened than England and France, and warned the Allies not to attempt to squeeze from Germany more payment than she was able to give. He declared that the menace of penalties was not justified by the Peace Treaty and was a contradiction of the League of Nations pact. Dr. von Simons said Germany was not a member of the League of Nations, but she had signed the pact of the League, and he therefore, on behalf of the German Government, announced an appeal to the Assembly of the League against the sanctions with which they were menaced.

Dr. von Simons concluded by declaring that if any sanction failed to attain its purpose it must call for new sanctions, thus eventually preparing a new state of violence, but all wanted to leave the unhealthy atmosphere of compulsion and enter the wholesome atmosphere of voluntary co-operation. Common distress was only removable by common effort, and Germany was ready to exert herself more than others. He appealed to the Allies to assist Germany in finding ways to fulfil her obligations, saying this could best be solved by technical experts appointed by both sides.

PHILIPPINES' INDEPENDENCE.

General Wood to Study the Question.

(Reuter's Service.)

Washington, March 7.

President Harding has instructed General Leonard Wood to proceed to the Philippines to study conditions in the light of the Filipinos' aspirations towards independence.

CENTRAL AMERICAN DISPUTE: U.S. MEDIATION.

New York, March 7.

Costa Rican forces are withdrawing from the disputed territories. An armistice is pending, and Panama is negotiating through the mediation of the United States.

AMERICAN SHIPBUILDERS REDUCE WAGES.

New York, March 7.

The largest shipyards have given notice of a 10 per cent. reduction in wages to thirty thousand workers from the 1st of April.

LABOUR WINS IN TRIANGULAR CONTEST.

London, March 7.

The by-election at Penistone resulted as follows: Mr. Gillis (Labour), 8,560; Mr. W. M. R. Pringle, Independent Liberal, 7,984; Hon. Mr. Hinchcliffe, (Co-Liberal), 7,123.

BOMBAY STRIKE OVER DISMISSED HAND.

Bombay, March 7.

Two thousand operatives at the Simplex mill have struck to show solidarity over a dismissed colleague.

Mr. Lloyd George's Reply.

Mr. Lloyd George, replying to Dr. von Simons, said the Allies, neutrals and Germany all insisted upon the claimant necessity of reaching a definite settlement of outstanding questions, particularly the determination of the total indemnities. It was sound commonsense, in the interests of the peace and prosperity of the world, to realise the futility of endeavouring to reconstruct the future on a rocking foundation but to discover something, however low, which touches bottom in the paramount interests of the world, including Germany. The latter's proposals fail completely. "Until we get from Germany proposals that mean a definite and unchallenged settlement, there cannot be peace between us. Dr. von Simons' offer appears to accept the Paris proposals for five years, but even this is uncertain, because in the event of the Upper Silesia plebiscite going against Germany, the whole scheme falls through. Even assuming that the plebiscite is favourable to Germany and we are ready to accept the conditions about German trade, what will happen at the end of five years? We have no proposal, not even a minimum figure, not even the precise method of arriving at a figure. Therefore the situation is not only perfectly vague; it is disquieting, since the payments now offered will not be paid from current revenue but will involve a loan. Germany thus mortgages her future, necessitating a lien on the income of subsequent years in order to pay the annuities of the first five years. We have been seeking some sort of certainty; all we have got is the certainty that it will be inadequate."

Hard Facts.

Mr. Lloyd George continued: "Even if Germany entirely loses Silesia, her population will still be ten millions in excess of the United Kingdom, which at present has a million unemployed on account of the war, in addition to having to provide £500,000,000 in pensions. Thus if Germany carries out the Paris proposals her aggregate payments to the Allies will only be a quarter of the war charges of Britain alone. The French case is more striking. In addition to a heavy pension list, France is compelled to find twelve milliard francs to repair devastations. Consequently Germany this year will have to find for all the Allies only a ninth of France's liabilities. Yet Dr. von Simons talks of the economic sacrifices of Germany, clearly showing that Germany has not yet realised the essential facts of the situation."

Mr. Lloyd George dismissed the difficulty of paying beyond the frontiers as being surmountable as the currency question. The Premier emphasised that Dr. von Simons refused to accept responsibility for the war, which was the basis of the Peace Treaty, but appealed to history to revise the sentence. Mr. Lloyd George said he uneasily suspected that Germany intended on this point that history should begin five years hence. The Allies cannot discuss on that basis. Unless Germany is prepared to act on the fundamental realisation of her responsibility, it will be impossible to discover an arrangement calculated to produce an atmosphere of confidence and goodwill, which is essential to the peace of Europe. The Paris proposals already represented a considerable abatement of the Allies' claims and were advanced with a view to assuring a settlement. We were willing to discuss with Germany the length of the period of annuities and also an alternative method to the twelve per cent. export duty for adjusting the annuity to Germany's prosperity. But we demand immediately, firstly, a settlement of the amount of payments or the factors which should automatically determine those amounts in accordance with Germany's prosperity; and secondly, an arrangement as regards the method of the payment which will preclude the possibility of further discussions and quarrels.

Penalties Must Be Enforced.

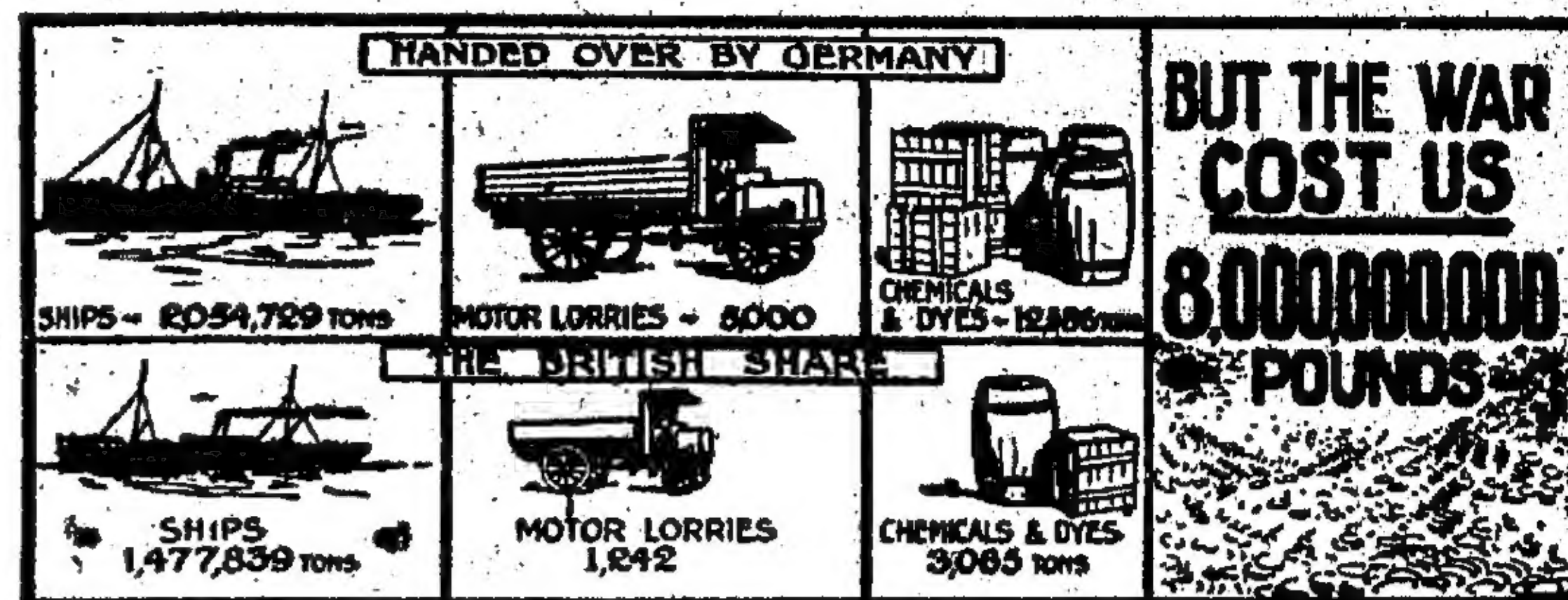
Mr. Lloyd George asked Dr. von Simons' forgiveness for opining that the latter was not a free agent but was compelled to answer to a public opinion which was not ready to pay the debt. He concluded by insisting on the necessity of an immediate and definite settlement. In consequence of the fact that the German proposals were simply an evasive postponement, the Allies regretfully concluded that the penalties must be enforced immediately.

A German Protest.

Dr. von Simons, replying to Mr. Lloyd George, complained of the Allies' refusal to grant a brief delay in order to consult Berlin. He expressed agreement with the Allies' suggestion for taxing German goods delivered to Allied countries but regretted that German public opinion would discredit this proposal on account of its inclusion among the Allies' sanctions. He further agreed with the Allies' intention for an examination as regards the method of payment but deplored the fact that the joint committee of experts who would deliberate thereon would meet in an atmosphere embittered by the enforcement of sanctions against which he formally and solemnly protested.

(Other Telegrams on Page 2.)

GROWL THEY MAY, BUT PAY THEY MUST!



A pictorial diagram from the *Daily Mail* showing the mercantile tonnage, the number of motor lorries, and the quantity of chemicals and dyes which Germany had handed over to the Allies up to the end of last year, and the proportion taken by Great Britain. But the Germans are still bluffing about the amount of money they can pay for the war damage they did.

THE WRECK OF THE "HONG MOH."

Survivors Brought to Hongkong.

BRILLIANT RESCUE WORK.

H. M. S. Carlisle last evening brought to Hongkong a batch of survivors from the wrecked Hong Moh, which is lying a total loss off Lamook Island. The spot at which the disaster occurred is on the Boat Rocks, a long string of rocks resembling lifeboats when seen from a distance, lying about a quarter of a mile to the south-east of the Lammocks. It was between the outer Boat Rock and the Lammocks, that the Hong Moh came to grief. The wreck is quite visible to passing steamers, which report that she is hopelessly lost, being broken in three pieces, with a big gap between the bow and the other portions.

The late Captain Holmes, the skipper of the wrecked vessel, had two brothers in the East. One, Mr. Chris Holmes, is Supt. Engineer in Jardine's, and the other, Mr. Ivy Holmes, is chief engineer of the newly-acquired Indo-China S. N. Company's steamer Kwong Eng. The former is at present on home leave, whilst the latter has just returned from a holiday.

THE RESCUE WORK.

The Carlisle got to the scene of the wreck at 7 a.m. on Sunday, a wireless message from the Com-modore at Hongkong instructing the warship to proceed to the scene of the disaster having been received at 11 p.m. on Saturday, when the Carlisle was off the Pescadores. When the Carlisle arrived, H.M.S. Foxglove was found standing by the wreck. A heavy sea was running and this made it very difficult for the cruiser to lower her whalers. H.M.S. Carlisle lowered her cutters on Sunday at 8 a.m., and later on in the day the Foxglove lowered most of her big boats.

The Foxglove arrived at the scene on Saturday night, but could not lower her boats. She steamed down to windward and floated rafts down to a number of Chinese. She succeeded in saving only 26 lives, but, had the weather been better, the number of survivors would have been more. There were many casualties on the Saturday night. Nobody seems to know definitely where the Hong Moh went on the rocks, but it is believed that she went aground on Friday morning. The survivors all tell different stories.

The weather was bad all the time. There was a strong north-east monsoon at the time when the Carlisle got to the scene, and the sea was breaking furiously on the wrecked Hong Moh. Rafts were dropped to windward of the wreck by the Carlisle and a certain number of survivors climbed on them. There was great difficulty in getting the Chinese to jump off the wrecked steamer into the sea. Most of them could not swim and they were afraid of the exposure. The last person to leave the ship was a child, who was taken up by a junk which was lying in the vicinity.

The most painful sight to those aboard the Carlisle was to see through the telescope the Chinese falling over the side of the vessel by the dozen, with no hope of their being saved. The heaviest loss of lives was from the fore-castle, when it listed right over and became submerged in the waves. The Chinese on the fore-castle were very exhausted, some of them having been hanging on to the wreck for two days. With the exception of a few who climbed the rigging most of them were washed overboard. Those on the rigging were later saved by the motor boat of Captain Evans, the commander of H.M.S. Carlisle. As the Carlisle's boats came alongside, the survivors jumped off with their belongings, and were picked up from the sea. After 4 p.m. the sea had gone down sufficiently to allow the boats of the Carlisle to lie alongside the wreck, but it was still hazardous work. Some of the survivors scrambled down the wreck by means of ropes.

FINE WORK BY CARLISLE'S CAPTAIN.

All the crew of the Carlisle rendered valuable assistance. Especially fine work was done by Captain Evans, C. B., D. S. O., in command of the Carlisle. He went off to the wreck in a motor boat with a cutter in tow and succeeded in getting almost alongside the wreck. There were then still a few survivors on the fore-castle, all too exhausted to save themselves. Captain Evans stripped straightaway and swam to this portion of the wreck with a life line and succeeded in saving all but one of those clinging to the wreck. This one was dead on the rigging, and was still lying there when the Carlisle left the scene of the disaster. Later on, Captain Evans got alongside the main portion of the wreck, but unfortunately the motor boat propeller fouled in some wreckage. Captain Evans forthwith jumped into the water again, stripped and cleared the propeller with the help of Able Seaman Whitehead. Captain Evans was working on his own initiative from 4 till 10 o'clock on Sunday and was instrumental in the saving of about a hundred lives.

The son of the manager of the Company which owned the Hong Moh was aboard the vessel at the time of the disaster, but he is amongst those saved. It may be recalled to the credit of Captain Evans that he was four times in the Antarctic. He was Captain Scott's second-in-command and when the latter died in 1911 he took over the command of the expedition. During the War he was in command of destroyers at Dover and did splendid work. He had charge of H.M.S. Broke in the action between German destroyers and H.M.S. Swift and H.M.S. Broke in the Channel, and for his services he received the D.S.O. After the Armistice he was Senior Naval Officer at Ostend. He assumed command of H.M.S. Carlisle on February 2 of this year.

DON'T FORGET.

To-day.

Theatre Royal - Banvard Musical Comedy Co. present "Plums for Pickles" - 4.15 p.m.

TRAFFIC CASES.

Chauffeurs in Trouble.

Included amongst the batch of traffic summonses heard at the Magistracy this morning were a number of prosecutions against chauffeurs for reckless driving, passing stationary tramcars on the left side, disobeying the traffic policeman's orders, and other minor offences.

The driver of the Dragon Garage car, No. 338, was charged with reckless driving whilst going down the Dairy Farm hill on the Pokfulam Road. He was sentenced to a fine of \$5.

A Northern driver, whose offence dated as far back as the 11th November last, was charged with disobeying the traffic sergeant's orders on the Upper Albert Road on the occasion of the holding of the Ministering Children's League. The Magistrate, in the course of the prosecution was explained by the fact that after the offence the defendant, knowing that he would be summoned, slipped out from the Colony to Shanghai, but on coming back to the Colony, to exchange his late services with Mr. Liu Chu Pak for work with the Palace Garage, he was recognised and brought into Court. It was stated in evidence that the defendant, on the day in question, stopped at the eastern gate of the Government House grounds to discharge some passengers, and was ordered by the traffic sergeant not to re-start his machine for a while as the road at the moment was filled with pedestrians. He disobeyed the order and restarted his machine, and gave as his excuse, at the Police Court to-day, the story that his brakes would not work when he wanted them to. Asked how that could be, as he had actually stopped when the order was given to him, he gave another version to the effect that his car being opposite the gate, he wanted to move on a little so as not to be in the way of those entering the gate. His Worship met this excuse by the retort that it was not the defendant's business to decide these matters. It was the sergeant's business to do so. A fine of \$5 was imposed.

The same driver was charged with another offence, that of showing a dim rear light. He was punished to the tune of another \$5. A chauffeur in the service of the contractor, Lai Chun, who proceeded along Caine Road and up to the Naval Yard without a rear light, and as a consequence had the traffic sergeant following him the whole way on his motor cycle was fined \$5. For passing a stationary tramcar on the left side the driver of Mr. E. Des Voeux's car was fined \$5, with the advice that he should in such cases either pass the car on the right side or stop altogether.

The closing rate of the dollar, on demand to-day was 24.34. THE WEATHER. 2 p.m. Barometer - 30.04. Temperature - 68. Humidity - 80. LIGHTING-UP TIME. Lighting-up time to-day is 6.30 p.m.

TODAY'S EXCHANGE.

The closing rate of the dollar, on demand to-day was 24.34.

THE WEATHER.

2 p.m. Barometer - 30.04. Temperature - 68. Humidity - 80.

LIGHTING-UP TIME.

Lighting-up time to-day is 6.30 p.m.

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pharmacies and chemists.
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EARLIER TELEGRAMS.

MAKING GERMANY PAY.

Paris, March 4.

The War Minister, M. Barthou, has arrived in Paris from London. He expressed complete satisfaction at the results of his visit to England, stating that the Allies are in perfect agreement.

Paris, March 6.

The Finance Minister M. Doumer was joined in London by the Premier, M. Briand, who to-day conferred with French experts after their meeting with the German experts. Later Marshal Foch had an interview with M. Briand.

London, March 7.

4 a.m. It is understood that the new German proposals considered by the Allies last night were drawn up by the Finance Minister, Herr Schroeder, and mainly comprise acceptance of the amount of the payments for the first five years laid down at Paris, subject to revision thereafter, increase of the 12 per cent. export tax to 30 per cent., issue of an international loan of eight milliard gold marks, and conclusion of commercial treaties virtually providing for the abolition of inequality clauses. The foregoing are conditional on Germany retaining Upper Silesia.

The Allies recognised that the offer is quite unacceptable, but on Mr. Lloyd George's initiative agreed that the project include payment of fixed annual sums of three milliard gold marks for thirty instead of forty-two years, levying on importing countries of 30 per cent. on German exports, with a fixed guaranteed minimum estimated to produce between six and eight milliards. After five years, the Reparations Commission would be empowered to determine the amount to bring the total new project up to the Paris total, namely 226 milliards. The German delegation has hitherto not signified its views hereon.

Reuter learns that Lord d'Abernon and M. Loucheur interviewed Herr von Simons this morning, whereafter, it is stated, they communicated the outlines of the new German proposals to the Supreme Council at Downing Street. It is stated in French quarters that these are not regarded as acceptable.

THE NEW RUSSIAN REVOLUTION.

London, March 7.

The situation in Russia remains hazy. No big revolutionary success is reliably signalled, but clearly the Soviet is most perturbed. It is doing its level best to pacify public feeling by distributing more food.

Reuter's correspondent at Riga communicates a Kronstadt Revolutionary Committee wireless to the effect that the crews of all the Baltic Fleet vessels there have recognised the Anti-Bolshevik Government. The crews requested all their officers to remain at their posts. It is also stated that the Kronstadt sailors attacked Soviet troops occupying Petrograd districts. The Soviet garrison at Oranienbaum repulsed and shelled the attackers, whereupon the Revolutionary Committee sent four warships, which bombarded the Soviet fortifications.

MORE MURDERS IN IRELAND.

London, March 7.

Colonel Commandant H. R. Comming, Military Governor of Kerry, was killed in an ambush near Clonbannin, County Cork, wherein four of the military were killed and two wounded. Five hundred men formed the ambush, the biggest hitherto.

The Mayor of Limerick, Mr. Clancy, was shot dead in his house this morning. His wife was wounded. The ex-Mayor, Mr. O'Callaghan, was also shot dead in his house.

THE RUBBER SLUMP.

London, March 7.

It is estimated that January's outputs of the estates of members of the Rubber Growers' Association who agreed to restriction have fallen thirty per cent. It is understood the Government scheme for assisting the industry in Malaya was referred to the Colonial Office. The official decision is not yet delivered. Prospects of the scheme being of real service to the planters would seem, says the "Times," to be jeopardised by delay. It is reported that such drastic economies have been effected in Ceylon that many estates can pay their way temporarily even at present prices. Consequently Ceylon companies are content to abide by the original 25 per cent. restriction plan.

AIRSHIP CONSTRUCTION IN JAPAN.

London, March 7.

At the invitation of the Japanese Government the pioneer airman Oswald Short has gone to Japan. Thirty experts are also going to Japan to construct flying-boats.

ANGLO-DUTCH SCIENTIFIC CO-OPERATION.

The Hague, March 7.

A scheme of lectures on scientific subjects by English Doctors in Holland and Dutch Doctors in England has been drawn up by the Anglo-Batavian Society in communication with the London University and Royal Academy of Science in Amsterdam. Professors Salmonson and Boeke have consequently gone to England and other Dutch professors are following, while several English professors will lecture in England in the spring.

FRENCH EXPANSION IN THE FAR EAST.

Paris, March 4.

In the Chamber, a joint meeting of the Committees of Finance and Foreign Affairs heard M. Painleve on French expansion in the Far East, China's political situation and future.

MR. CHURCHILL'S TOUR.

Paris, March 4.

Mr. Winston Churchill has left Marseilles for Egypt and Mesopotamia.

Accomplishing "the impossible" in a cigarette!

It is years since smokers have heard of any NEW quality in a cigarette.

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Here is a cigarette that satisfies—Chesterfields.

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Moisture-proof
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EARLIER SPECIAL TELEGRAMS.

FAMINE RELIEF.

Shanghai, Mar. 7.

The Chinese merchants here will not participate in the Famine Relief Drive nor help in raising funds in any way unless the Government withdraws the order for the execution of a famine surtax on the inland Customs tariff, alleging corruption on the part of the Tsin authorities.

SHANGHAI TRAM STRIKE.

Shanghai, Mar. 7.

The French tramways are running part of their schedule, the Company agreeing to pay the men the same as the International Settlement trammen receive. The French Council has issued an ultimatum to settle or submit to arbitration.

THE FAR EASTERN OLYMPIAD.

Shanghai, Mar. 7.

The Olympiad authorities are attempting to arrange for the coming here of the American destroyer flotilla with the U.S.S. Huron for the May games.

BILLIARDS.

Playing at the Palace Hotel last night, Mr. Ho Shai-cheung (-150) beat Mr. W. J. Drew (-100), 25-216.

Best Breaks.—Mr. Ho Shai-cheung, 26, 19, 19, 16, 16; Mr. Drew, 20, 19.

Sgt.-Major Stroud (-200) beat Mr. J. H. Tait (-150), 250-50.

Best Breaks.—Sgt.-Major Stroud, 44, 35, 29, 24, 18, 16, 15, 15; Mr. Tait, 19.

To-night's Games.
6 p.m.—Mr. Ho Shai-cheung (-150) v. Mr. G. Thomas (-100).
9 p.m.—Mr. R. Thomas (-175) v. Mr. F. E. Silva (-200).

DEMOCRACY IN A LINER.

Stewards—Then and Now.

Those whose fortune or misfortune it is to have to travel by sea to Britain nowadays find many striking differences in regard to the stewards and stewardesses to what was the case in pre-war days. In that far off age these members of the ships' company received very small wages from employers and were largely dependent upon the tips they received from passengers. Hence they usually exerted themselves to make things as comfortable as possible on board ship and the arrangement worked more or less satisfactorily to all concerned.

To-day matters have changed in many ways. There exists a Stewards' Union, which has managed to bring about a standard rate of wages for its members (that is the white stewards) and instead of the shipping company paying a pound or two a month and allowing the passengers of their country to pay the rest, a steward must receive at least £13 10s. a month, besides extra remuneration for overtime. The rates of pay also apply to stewardesses.

TIPS RISE WITH WAGES. At first sight this looks very nice and the passenger, if unaccustomed to the new order of things, has a feeling of relief that a deserving class of men and women should now be in receipt of a living wage and thinks that now he need not worry so much as to whether the tips he gives are adequate or not. Alas, he soon discovers that his ideas on the matter have been illusions, for the stewards and stewardesses take the view that wages having risen some five or six hundred per cent., gratuities should be augmented in the same proportion and the gentleman or lady who in pre-war times

received with thanks five or 10 shillings may decline without thanks an offering of two or three times that amount. They will even go to the trouble of demonstrating from statistics that the pound is now only worth seven and sixpence and that therefore a 10-shilling tip can only merit the scorn that one of 3s. 9d. would receive in 1914.

THE UNANSWERED BELL. But this is not all. In these democratic days the hours in which a steward may labour without receiving extra pay are strictly limited. There are certain periods of the day when they are off duty and, should you be unfortunate enough to require any attention at their hands during that time, you may ring the cabin bell till the batteries give out or you may step into the alleyway and indulge in language that on the China Coast would bring all the "boys" in abject submission to your feet, to no purpose whatever.

EVEN GREATER DEFERENCE. With regard to the stewardesses you must treat them with even greater deference if you happen to be a married man or woman travelling with children. You must disillusionize yourself of the idea that these ladies are there to do any work, otherwise you may cause trouble. You must not expect them to look after your children during meals or help with the bathing of the said infants. If you are having bad weather and are sea-sick you will probably find that the stewardess is in the same case and, therefore, unable to afford you any comfort or relief. Such being the state of affairs on ship board to-day let the married couple with children travelling home resign themselves to the prospect of doing six weeks' duty as a mixture of amah and deck-steward and if the prospect is really too awful, it will be better for them to remain in the Orient.

CAMERA NEWS



RECENT BOXING BOUT.

Pete Herman, at left, in lower picture, and Jimmy Wilde going into a clinch and, above, the Prince of Wales (with long cigar) and Lady Asquith, at left, watching the bout.



IN IRELAND.

This photograph, taken during a recent raid by British troops in Dublin, shows how the doors are forced open by residents. A pistol bullet is fired against the bolt, breaking it off. Raids in search of seditious documents are frequent in Ireland.



NOTABLE GROUP.

Above, left to right, are Lord Reading, Mr. J. W. Davis (U.S. Ambassador) and Mr. Lloyd George, at the Premier's country residence.



DUKE OF AOSTA.

who was recently mentioned to succeed D'Annunzio at Fiume.



DANISH ROYALTY.

King Christian of Denmark, Queen Alexandrine and Crown Prince Frederick are seen on their way to church in Copenhagen.



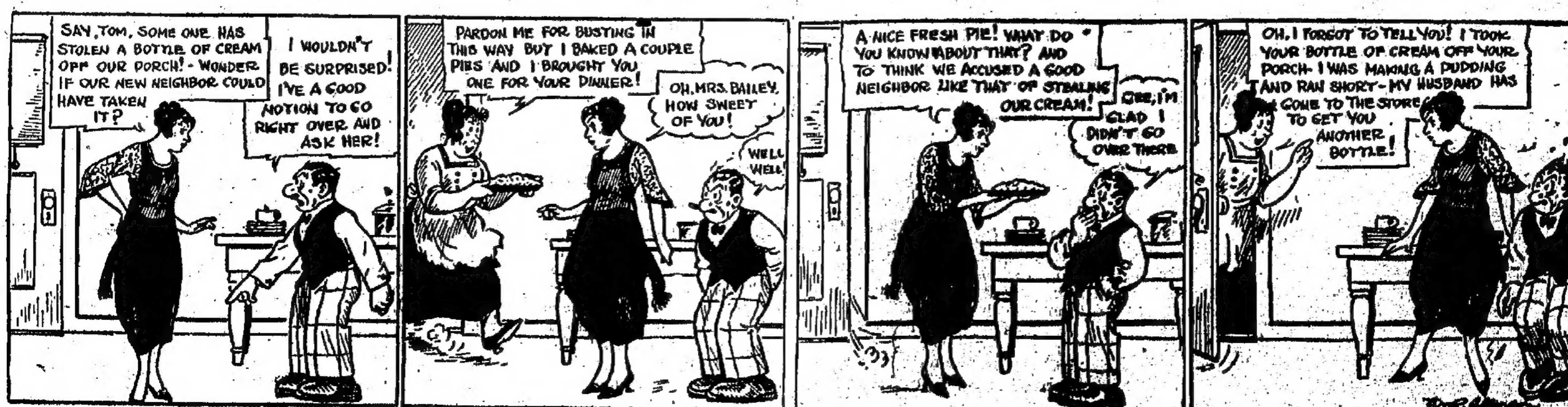
ICE MACHINE.

This motor-driven ice saw is being widely used in America.

DOINGS OF THE DUFFS

Maybe 'Twas A Cream Pie

BY ALLMAN



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CAIRO	MANCHESTER	SHANGHAI
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C. H. BENSON,
MANAGER,
Hongkong.

LITTLE FOLKS' CORNER.

ADVENTURES OF THE TWINS.

DR. MINK INVESTIGATES.

Dr. Mink looked at Markie Muskrat's tongue when the little chap said he couldn't go up in front and recite his piece. Mr. Scribble Scratch, the fairyman schoolmaster, had told him to, you know, because the five school-board gentlemen, Mr. Owl, Judge Crow, and all the others were visiting the Meadow Grove school. Markie had a long red tongue and Dr. Mink looked it all over very carefully. "It looks very clean," he nodded wisely, "extra clean as though he'd brushed it with a tooth brush."

Markie blushed to the tip of his nose, for he knew why his tongue was so clean. But when Dr. Mink saw him blushing, he said hastily, "Why, I believe the child has a fever! He's so red!" And he stuck a great thermometer into Markie's mouth.

After a few minutes he took it out. "No, he hasn't any fever at all," he exclaimed. "His temperature is only a hundred and twenty-five. Now, little boy, let me feel your pulse." So Markie stuck out



Dr. Mink looked over Markie's tongue very carefully.

a paw which Dr. Mink took hold of, and then he started to count to his watch. "My goodness!" he cried after a few seconds. "His heart is beating like a big bass drum, only faster, as though he had been running a race. I believe he's nervous. I do believe he is. No stand up until I tap you all over and find out where the bad nerve is." And he tried to stand Markie on his feet. But Markie was stuck fast, the chewing-gum he had sat on holding on to him like cement sidewalk sticks to the ground.

"Why I do believe he's paralyzed!" said Dr. Mink giving him quite a pull.

"Ough!" yelled Markie for every hair was hurting like seven. Suddenly the doctor happened to look down and a queer look came over his face. "I think I have found the trouble," he announced learnedly. "It's a strange disease called stupefied movaninok. But I think I can save his life if everybody does as direct."

(To be continued to-morrow.)

EXCHANGE.

(Opening Rate: closing Rate on Page 11).

SELLING.

T/T	2/3
Demand	2/3 1/4
4 m/s	2/3
30 d/s	
60 d/s	
T/T Shanghai	Nom.
T/T Singapore	97 1/2
T/T Japan	91
T/T India	180
Demand, India	
T/T San Francisco	44 1/4
T/T Java	126
T/T Marks	Nom.
T/T France	6 00
Demand, Paris	

BUYING.

4 m/s. L/O	2/4 1/4
4 m/s. D/P	2/5 1/4
6 m/s. L/O	2/5 1/4
30 d/s. Sydney and Melbourne	2/6 1/4
30 d/s. San Francisco & New York	46 1/2
4 m/s. Marks	Nom.
4 m/s. France	6 60
6 m/s. France	6 80
Demand, Germany	
Demand, New York	44 1/4
T/T Bombay	Nom.
Demand, Bombay	180 1/4
T/T Calcutta	Nom.
Demand, Calcutta	180 1/4
On Yokohama	91
Demand, Manila	101 1/2
Demand, Singapore	97 1/2
On Haiphong	Nom.
On Saigon	
On Bangkok	93 1/2
Sovereign	Nom. 8.85
Gold leaf per Tael	52.20
Bar Silver, ready	31 1/4
forward	30 1/4
Bank of England rates 7%	
New York/London	3.90 1/4

SUBSIDIARY COINS.

H'kong 50 cts. pieces	1/10 dis.
10 "	1/2 dis.
5 "	1/2 dis.
Canton subcoin	16.1 dis.

WATER RETURN.

Level and Storage of water in Reservoirs on Mar. 1, 1921.

CITY AND HILL DISTRICT WATER WORKS LEVEL.

	1920.	1921.
Tytan	132.2 Below overflow	25.5 Below overflow
Tytan Byewash	26.2 Below overflow	25.5 Below overflow
Tytan Inter.	11.8 Below overflow	25.5 Below overflow
Tytan Tuck	32.9 Below overflow	11.2 Below overflow
Wong-chung	27.4 Below overflow	27.3 Below overflow
Pokfulum	17.1 Below overflow	25.6 Below overflow
Total	1,139.02	1,428.57

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

	1920.	1921.
Tytan	282.21	235.22
Tytan Byewash	41	57
Tytan Intermediate	141.56	6.38
Tytan Tuck	745.28	1,158.58
Wong-chung	2.18	8.84
Pokfulum	22.36	21.61
Total	1,199.02	1,428.57

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of Feb.

	1920.	1921.
Consumption	180.20	196.61 M. gallons
Estimated population	278,100	281,700
Consumption per head per day	22.3	24.3 Gallons

Constant supply in all districts during Feb. of both 1920 and 1921.

KOWLOON WATERWORKS LEVEL.

	1920.	1921.
Kowloon	23.0	6.2
Gravitation Reservoir	23.0	6.2

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

	1920.	1921.
Kowloon	23.0	6.2
Gravitation Reservoir	23.0	6.2

Consumption of water in Kowloon in millions and decimals of gallons during the month of Feb.

	1920.	1921.
Consumption	45.31	37.16 M. gallons
Estimated population	104,800	106,700
Consumption per head per day	14.9	12.3 Gallons

The Government Analyst's reports show that the water is excellent quality.

T. L. PERKINS, Water Authority.

ULSTER'S LEADER.

Sir James Craig to be the First Premier.

Sir James Craig has accepted the invitation of Ulster Unionists to lead the party in the new Ulster Parliament, implying that he will be the first Premier of Ulster.

In intimating to a deputation his willingness to act, Sir James laid it down as a condition that his election met with the unanimous approval of the Ulster Unionist Council.

The invitation followed on the decision of Sir Edward Carson not to accept the position. The matter was considered by the Standing Committee of the Ulster Council at the Constitutional Club, Sir Edward Carson presiding, and the request to Sir James Craig was the outcome.

PEAK TRAMWAYS CO., LTD.

TIME TABLE.

WEEK DAYS.	
7.00 a.m. to 8.00 a.m.	Every 15 min
8.00 a.m. to 9.00 a.m.	10 min
9.00 a.m. to 10.00 a.m.	10 min
10.00 a.m. to 11.00 a.m.	10 min
11.00 a.m. to 12.00 noon	10 min
12.00 noon to 1.00 p.m.	10 min
1.00 p.m. to 2.00 p.m.	10 min
2.00 p.m. to 3.00 p.m.	10 min
3.00 p.m. to 4.00 p.m.	10 min
4.00 p.m. to 5.00 p.m.	10 min
5.00 p.m. to 6.00 p.m.	10 min

NIGHT CARS.

6.30 p.m. to 9.00 p.m. Every 30 minutes

SATURDAYS.

EXTRA CAR 12.00 midnight.

SUNDAYS.

WEEK DAYS.	
7.00 a.m. to 8.00 a.m.	Every 15 min
8.00 a.m. to 9.00 a.m.	10 min
9.00 a.m. to 10.00 a.m.	10 min
10.00 a.m. to 11.00 a.m.	10 min
11.00 a.m. to 12.00 noon	10 min
12.00 noon to 1.00 p.m.	10 min
1.00 p.m. to 2.00 p.m.	10 min
2.00 p.m. to 3.00 p.m.	10 min
3.00 p.m. to 4.00 p.m.	10 min
4.00 p.m. to 5.00 p.m.	10 min
5.00 p.m. to 6.00 p.m.	10 min

NIGHT CARS.

As on Week Days.

SPECIAL CARS.

BY ARRANGEMENT AT THE COMPANY'S OFFICE, ALEXANDRA BUILDING, 285 VICTORIA ROAD.



Our Portrait is of Mr. WALTER E. WHITE, of 41, Bote-Lane, Chislehurst, London, England, who writes:—

"Some three years ago I had a swelling in the knee cap. One night I knocked my knee which caused a little ulcer which in time, no matter what I did, developed across the whole knee. I had one large gaping wound, and with all the care and attention that wound was open for 15 months. Being an all-round athlete, holder of many cups and prizes, I began to give up all hope of ever taking my place again among the athletes. One day one of my fellow workers inquired how my leg was, and told me it was 'Clarke's Blood Mixture' I wanted. That day I bought a bottle, and when I had finished it I was not only surprised myself, but all my workmates could see improvement. I could bend my knee a little and that gave me encouragement, so I persevered with it and am glad to say several bottles completely cured me. I am now as well as ever, and am still holding my own as an athlete."

Sufferers from Bad Legs, Abscesses, Ulcers, Eczema, Bolls, Pimples, Eruptions, Rheumatism, Gout, should realize that lotions and ointments can but give temporary relief to be sure of complete and lasting benefit, the blood must be thoroughly cleansed of the impure waste matter, the true cause of such troubles. Clarke's Blood Mixture quickly attacks, overcomes, and expels the impurities, that is why so many remarkable recoveries stand to its credit. Pleasant to take, and free from injurious ingredients.

Of all Dealers—see that you get

Clarke's Blood Mixture

"Everybody's Blood Purifier."



PHYSICIANS RECOMMEND THEM

Of all Dealers—see that you get

Savarasse's Santal Capsules

PHYSICIANS RECOMMEND THEM

Of all Dealers—see that you get

Savarasse's Santal Capsules

PHYSICIANS RECOMMEND THEM

Of all Dealers—see that you get

Savarasse's Santal Capsules

PHYSICIANS RECOMMEND THEM

Of all Dealers—see that you get

Savarasse's Santal Capsules

PHYSICIANS RECOMMEND THEM

BANKS.

ASIA BANKING CORPORATION.
(AN AMERICAN BANK)

CAPITAL ... U.S. \$4,000,000.
SURPLUS & UNDIVIDED PROFITS: ... U.S. \$4,489,000.
HEAD OFFICE: NEW YORK, U.S.A.
BRANCHES: SHANGHAI, HONGKONG, PEKING, MANILA, SINGAPORE, TIENTSIN.
All Descriptions of banking business transacted.
Interest allowed on Current Accounts, Savings Accounts and Fixed Deposits in Local Currency, U.S. Dollars, Sterling or France.
American Bankers Association and Guaranty Trust Company of New York Travellers Cheques sold by us.
Payable throughout the world.
VERNE OLAIR, Acting Manager.

THE BANK OF CHINA.

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)
Authorized Capital, \$60,000,000.00
Paid up Capital, 12,279,800.00
Reserve Funds, 7,796,023.00.

HEAD OFFICE: PEKING.

HONGKONG BRANCH: 20/21 Connaught Road Central. Branches and Sub-branches all over China and Correspondents in Japan, New York, San Francisco, Singapore and Manila.
London Bankers:—The National Provincial and Union Bank of England, Ltd.
The Guaranty Trust Company of New York.
New York Bankers:—The Irving National Bank.
Interest allowed on Current Accounts and Fixed Deposits.
Terms on application.
Every description of Banking Business transacted.
Loans granted on approved securities.
Special facilities for Home Exchange.
Interest on Fixed Deposits at the following rates:—
For 3 months 3% per annum
For 6 months 4% per annum
For 12 months 5% per annum

TSUYEE PEI, Manager.

THE BANK OF EAST ASIA, LIMITED.

No. 2, Queen's Road Central, HONGKONG.

Established 1919.

PAID-UP CAPITAL, \$2,000,000.00
RESERVE FUND, 500,000.00

DIRECTORS:

Mr. Pong Wai Ting, Chairman.
Mr. Chow Shou Hui.
Mr. Li Koon Chun.
Mr. Pong Ping Shan.
Mr. P. K. Kwok.
Mr. Ng Chung Lok.
Mr. Kan Chiu Nam.
Chief Manager, Mr. Ren Tong Po.
Asst. Manager, Mr. Li Tse Pong.

BRANCHES & AGENCIES:

LONDON
SHANGHAI
HONGKONG
Kobe
Yokohama
SINGAPORE
PENANG
BATAVIA
SOURABAYA

THE INDUSTRIAL AND COMMERCIAL BANK, LIMITED.

Head Office: 6, Des Voeux Road, Central, Hongkong Branch: Russian Consession.

DOMESTIC & FOREIGN BANKING SERVICE PROMPT.

Current, Savings, and Fixed Deposits bear Interest at Rates 2%, 4%, 5%, respectively.

J. USING LY, Manager.

Hongkong, 7th July, 1919.

THE CHINESE MERCHANTS BANK, LTD.

Head Office: 6, Des Voeux Road, Central, Hongkong Branch: Russian Consession.

DOMESTIC & FOREIGN BANKING SERVICE PROMPT.

Current, Savings, and Fixed Deposits bear Interest at Rates 2%, 4%, 5%, respectively.

J. USING LY, Manager.

Hongkong, 7th July, 1919.

THE CHINA SPECIE BANK LTD.

Head Office: 6, Des Voeux Road, Central, Hongkong Branch: Russian Consession.

DOMESTIC & FOREIGN BANKING SERVICE PROMPT.

Current, Savings, and Fixed Deposits bear Interest at Rates 2%, 4%, 5%, respectively.

J. USING LY, Manager.

Hongkong, 7th July, 1919.

THE INDUSTRIAL AND COMMERCIAL BANK, LIMITED.

Head Office: 6, Des Voeux Road, Central, Hongkong Branch: Russian Consession.

DOMESTIC & FOREIGN BANKING SERVICE PROMPT.

Current, Savings, and Fixed Deposits bear Interest at Rates 2%, 4%, 5%, respectively.

J. USING LY, Manager.

Hongkong, 7th July, 1919.

THE CHINESE MERCHANTS BANK, LTD.

Head Office: 6, Des Voeux Road, Central, Hongkong Branch: Russian Consession.

DOMESTIC & FOREIGN BANKING SERVICE PROMPT.

Current, Savings, and Fixed Deposits bear Interest at Rates 2%, 4%, 5%, respectively.

J. USING LY, Manager.

Hongkong, 7th July, 1919.

BANKS.

HONGKONG AND SHANTUNG BANKING CORPORATION.

HEAD OFFICE HONGKONG.

Paid-up Capital, \$15,000,000.
Reserve Funds, \$1,500,000.Starling, \$1,500,000.
Silver, \$1,500,000.

Reserve Liability of Hongkong \$15,000,000.

COURT OF DIRECTORS:

Mr. J. M. Wilson, Chairman.
Mr. J. M. Wilson, Chairman.
Mr. J. M. Wilson, Chairman.
Mr. J. M. Wilson, Chairman.
Mr. J. M. Wilson, Chairman.
Mr. J. M. Wilson, Chairman.
Mr. J. M. Wilson, Chairman.
Mr. J. M. Wilson, Chairman.
Mr. J. M. Wilson, Chairman.
Mr. J. M. Wilson, Chairman.

Chief Manager, Mr. J. M. Wilson.
Manager, Mr. J. M. Wilson.
Manager, Mr. J. M. Wilson.
Manager, Mr. J. M. Wilson.
Manager, Mr. J. M. Wilson.
Manager, Mr. J. M. Wilson.
Manager, Mr. J. M. Wilson.
Manager, Mr. J. M. Wilson.
Manager, Mr. J. M. Wilson.
Manager, Mr. J. M. Wilson.

London Bankers:—The National Provincial and Union Bank of England, Ltd.
The Guaranty Trust Company of New York.
New York Bankers:—The Irving National Bank.
Interest allowed on Current Accounts and Fixed Deposits.
Terms on application.
Every description of Banking Business transacted.
Loans granted on approved securities.
Special facilities for Home Exchange.
Interest on Fixed Deposits at the following rates:—
For 3 months 3% per annum
For 6 months 4% per annum
For 12 months 5% per annum

Hongkong, 26th February, 1920.

HONGKONG SAVINGS BANK.

THE Business of this Bank is conducted by the HONGKONG AND SHANTUNG BANKING CORPORATION.
Interest on deposits is allowed on the Minimum Monthly Balance of \$25 per annum.
For the Hongkong and Shanghai Banking Corporation.
A. G. STEPHEN, Chief Manager.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1855.

PAID-UP CAPITAL, \$2,000,000.
RESERVE FUND, \$2,000,000.

PROFITABLE, \$2,000,000.

FOREIGN EXCHANGE and General Bank, all business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS accepted at rates which will be quoted on application.

A. H. FERGUSON, Acting Manager.

Hongkong, 1st January, 1914.

BANK OF CANTON LIMITED.

HEAD OFFICE, HONGKONG

FOREIGN EXCHANGE and General Banking Business Transacted.

INTEREST ON FIXED DEPOSITS.

For 3 Months 3% per annum.

For 6 Months 4% per annum.

For 12 Months 5% per annum.

LOOK POON SHAN, Chief Manager.

PACIFIC SHIPPING.

CP O S

SAILINGS

HONGKONG TO VANCOUVER
via Shanghai, Nagasaki ("Moj") Kobe & Yokohama.

Steamers	From Hongkong	Due Vancouver
Empress of Japan	Mar. 22	Apr. 12
Empress of Asia	Mar. 31	Apr. 18
Monteagle	Apr. 7	May 1
Empress of Russia	Apr. 28	May 16
Empress of Japan	May 17	June 7
Empress of Asia	May 26	June 13
Monteagle	June 14	July 8
Empress of Russia	June 23	July 11
Empress of Japan	July 7	July 28
Empress of Asia	July 21	Aug. 8
Empress of Russia	Aug. 18	Sept. 3

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to, and as far in advance as possible, their departure from the Orient. Trade conditions on the Atlantic are so compressed as on the Pacific. Atlantic reservations can be arranged by letter or cable for all passengers to Europe. Frequent sailings from Montreal to Liverpool, London and Glasgow. Passage orders covering all such reservations will be issued here.

For fares and other information please apply to
HONGKONG OFFICE,
Telephone 116. Cable address: GACANPAO
CANADIAN PACIFIC OCEAN SERVICES, LTD.



TRANS-PACIFIC PASSENGER & FREIGHT SERVICE.
Operating the following U. S. Shipping Board Steamers.

For **VICTORIA & SEATTLE.**
(Calling at Shanghai and Japan Ports.)
WENATCHEE ... Passenger & Freight ... May 14th.
For **SEATTLE, VICTORIA, VANCOUVER, TACOMA.**
(Calling at Shanghai, Dairen and Japan ports.)
WHEATLAND-MONTANA About Mar. 12. | **CROSSKEYS** ... About Apr. 6.

For **PORTLAND direct.**
(Calling at Kobe and Yokohama.)
Freight only
CANLEY ... Mar. 7. | **COAKLEY** ... About April 4.

Through Bills of Lading issued to OVERLAND COMMON POINTS.
FOR FREIGHT AND PARTICULARS APPLY TO
THE ADMIRAL LINE

Telephones 2477 & 2478. 5th Floor, Hotel Mansions.

SERVICE TO UNITED STATES.

FOR NEW YORK and BOSTON.

S.S. "SATSUMA"

March 15th.

For freight space and particulars apply to:-

BARBER STEAMSHIP LINE INC.,
THE ADMIRAL LINE

AGENTS.

Telephones
2477 & 24785th floor
Hotel Mansions.

THE PACIFIC STEAMSHIP CO.
REGULAR SERVICE

To & From
SAIGON-SINGAPORE-SUMATRA
JAVA PORTS.

OPERATING THE FOLLOWING U.S.S.B. STEAMERS
GLYMONT March 15. | **CADARETTA** April 5.
LAKE ONAWA March 25.

Through bills of lading issued to all United States,
Pacific Coast and Overland Points.
For full Particulars and Rates Apply to:-

THE ADMIRAL LINE,

5th, FLOOR HOTEL MANSIONS BUILDING.
Tel. Add.: Admiralline. Telephone 2477 & 2478.

AUSTRALIAN SHIPPING.

CHINA-AUSTRALIA MAIL S.S. LINE.

FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN.

S.S. "VICTORIA" Sailing on 11th April.

SPECIAL SAILING FOR SHANGHAI.

S.S. "HWAH PING" Sailing on 18th March.

For Freight and Passage apply to:-

THE CHINA & AUSTRALIA S.S. CO. LTD.

Tel. 3507.

Agents,
113, Connaught Road Central.

PACIFIC SHIPPING.



DOLLAR LINE



SAILINGS FROM HONGKONG FOR
FOR NEW YORK VIA PANAMA.

STEAMERS.	SAILING DATE.
"BESSIE DOLLAR" ...	MARCH 12TH.
"MELVILLE DOLLAR" ...	APRIL 15TH.

FOR VANCOUVER.

STEAMERS.	SAILING DATE.
"BESSIE DOLLAR" ...	MARCH 12TH.
"MELVILLE DOLLAR" ...	APRIL 15TH.

Through Bills of Lading issued to all Over Land Common Points in the United States and Canada.

For Particulars and Rates apply to:-

THE ROBERT DOLLAR CO.

GENERAL POST OFFICE BUILDING
THIRD FLOOR

TEL. 792.
" 795.

HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMERS.	TONS.	LEAVE HONGKONG.
KOREA MARU	20,000	Mar. 15th.
SIBERIA MARU	20,000	Mar. 19th.
TENYO MARU	22,000	Apr. 3rd.
SHINYO MARU	22,000	Apr. 27th.
† PERSIA MARU	9,000	May 14th.

† Calling at Dairen.

* Omitting Shanghai.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO,
SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO,
MOLLEND, ARICA & IQUIQUE.

THENCE BY TRANS-ANDIAN ROUTE TO BUENOS AYRES.

STEAMERS.	TONS.	LEAVE HONGKONG.
ANYO MARU	18,700	Mar. 15th.
* HAYO MARU	...	Apr. 9th.
SEIYO MARU	14,000	May 12th.

* This steamer will carry cargo only.

For full information regarding passenger, freight, and sailings apply to:-

Y. TSUTSUMI, Manager.

King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton. Messrs. T. E. GRIFFITH, LTD.

STRUTHERS & DIXON, INC.

GREEN STAR LINE

Operating Far Eastern services for account of the
UNITED STATES SHIPPING BOARD.
TO MANILA.

"LANCASTER" ... 9th March.

TO NEW YORK & BALTIMORE.

"LANCASTER" ... 9th March.

TO SEATTLE, BALTIMORE & NEW YORK.

"APUS" ... 8th March.

TO SAN FRANCISCO.

"WEST HENSHAW" ... 12th March.

Also, cargo accepted for Transshipment at San Francisco and
to Seattle to weekly sailings for
NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE,
PHILADELPHIA, NEW YORK, BOSTON.

Through Bills of Lading issued to all U.S. and Canadian
Overland Common Points.

HONGKONG OFFICE:-1st floor Powell's Building, 12, Des Voeux Rd., Tel. 30

CHINA MAIL S.S. CO., LTD.

"Incorporated in U.S.A."

FREIGHT AND PASSENGERS

S.S. "NANKING"	S.S. "NILE"	S.S. "CHINA"
15,000 tons	11,000 Tons	10,200 Tons

SAILING FROM
HONGKONG for SAN FRANCISCO

S.S. "NANKING"	S.S. "NILE"	S.S. "CHINA"
March 30th.	April 21st.	May 18th.

SAILING FROM
HONGKONG for MANILA
S.S. "NANKING" ... March 19th

SAILING FROM
HONGKONG for SINGAPORE
S.S. "NILE" ... April 3rd. S.S. "CHINA" ... April 30th.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

C. T. SURRIDGE, FREIGHT & PASSENGER AGENT,
PRINCE'S BUILDING, ICE HOUSE STREET.
TEL. PASSENGER DEPT. TEL. FREIGHT DEPT. & AGENT.
No. 1934. No. 2161.

PACIFIC SHIPPING.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.

STEAMERS.	SAILING DATE.	CALLS AT BOSTON.
"LAERTES" ...	22nd March.	6th April.
"KANDAHAR" ...	6th April.	20th April.
"CITY OF DUNKIRK" ...	20th April.	

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.
For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.
HONGKONG & CANTON REISS & CO. CANTON

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAM-
BOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Sailings:-To Canton daily at 8 a.m. (Sundays excepted) & 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) & 5 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

To Macao-Daily at 8 a.m. and 2 p.m. (Sundays at 9 a.m.)
From Macao-Daily at 8.00 a.m. and 2 p.m. (Sundays at
5 p.m. only).
Further information may be obtained at the Coy's Office, Hotel Mansions
or from Messrs. Thos. Cook & Son, Booking Agents, Hongkong.

WATERHOUSE LINE.

TRANS-PACIFIC FREIGHT SERVICE

Operating the following U. S. Shipping Board steamers

For
SEATTLE-TACOMA-VICTORIA-VANCOUVER

via Kobe and Yokohama.

"WEST JAPPA" 15th March.

further sailings to be announced later.
Through B/Ls issued to all Overland Common
points in U.S. and Canada.

For rates and full particulars apply to

FRANK WATERHOUSE & CO.

1st Floor, Hotel Mansions.

Telephone 3507.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELE-
GRAPH COMPANY, LTD.

Miss Ladenburg Repulse Bay

Hotel, from Peking.

Allot, from Shanghai.

Langsuekai c/o Russian Bank,

from Shanghai.

Augustus White, Hongkong

Hotel, from Shanghai.

Pivey, from Kobe.

Chen Kee, from Shanghai.

Manwooleung, from Osaka.

Yeeling Hotel Changmow-

ching, Jiahwoosee Street, from

Shanghai.

Honghamseng Shunchengshu,

from Amoy.

T. KHING

Superintendent.

Hongkong, March 3, 1921.

EASTERN EXTENSION AUSTRAL-
ASIA & CHINA TELEGRAPH CO.

I. P. Allen (2) from Seattle.

Birch c/o Seaborne, from Shil-

long.

Cook Care Doidwell, from

Melbourne.

Danikaufauve, from Saigon.

Dodge, from New York.

Hulsebates, from San Fran-

cisco.

Kaketylon, from Bradford.

Khang, from Bangkok.

Ross Lloyd, Station Hospital,

from Davosplatz.

Parmanand Indian, from Taclo-

ban.

Rumrith, from London.

Yokuyou, from Keelung.

M. E. F. AIREY,

Superintendent.

Hongkong, March 3, 1921.

SAILING DATES

Europe, U.S.A., Etc.

STEAMERS.	SAILING DATE.	CALLS AT BOSTON.
Helena ... B. & S.	Mar. 8	
Hungaria ... D. & Co.	Mar. 8	
Apus ... S. & D.	Mar. 8	
Fushimi ... N. Y. K.	Mar. 9	
Lancaster ... S. & D.	Mar. 9	
St. Albans ... P. & O.	Mar. 10	
Dilwara ... P. & O.	Mar. 10	
Tamba ... N. Y. K.	Mar. 10	
Kloist ... N. Y. K.	Mar. 11	
Glenariffe ... J. M. Co.	Mar. 11	
Toyama ... N. Y. K.	Mar. 11	
W. Montana ... A. L.	Mar. 12	
W. Henshaw ... B. & S.	Mar. 12	
Anyo ... T. K. K.	Mar. 15	
Tjimanbek ... J. O. J. L.	Mar. 15	
Alloway ... A. L.	Mar. 15	
West Jappa ... F. W. Co.	Mar. 15	
Korea ... T. K. K.	Mar. 15	
Glymont ... A. L.	Mar. 15	
Telamon ... B. L.	Mar. 16	
Taiyuan ... B. & S.	Mar. 16	
Mishima ... N. Y. K.	Mar. 18	
Karmala ... P. & O.	Mar. 19	
Siberia ... T. K. K.	Mar. 19	
Laertes ... B. L.	Mar. 22	
Akita ... N. Y. K.	Mar. 22	
Keemun ... B. & S.	Mar. 23	
E. of Japan ... C. P. O. S.	Mar. 23	
Mito ... N. Y. K.	Mar. 24	
Lake Onawa ... A. L.	Mar. 25	
Kashmir ... P. & O.	Mar. 25	
Glenapp ... J. M. Co.	Mar. 27	
Tjikembang ... J. C. J. L.	Mar. 27	
Tango ... N. Y. K.	Mar. 28	
Nanking ... C. M. Co.	Mar. 30	
E. of Asia ... C. P. O. S.	Mar. 31	
Nankin ... P. & O.	Apr. 3	
West Hika ... A. L.	Apr. 3	
Tenyo ... N. Y. K.	Apr. 3	
Vigo ... B. L.	Apr. 4	
Ningchow ... B. & S.	Apr. 5	
Eastern ... P. & O.	Apr. 5	
Cadaretta ... A. L.	Apr. 5	
Tyndareus ... B. & S.	Apr. 6	
Kandahar ... B. L.	Apr. 6	
Monteagle ... C. P. O. S.	Apr. 7	
Hayo ... T. K. K.	Apr. 9	

Japan, Coast Ports, Etc.

Toyooka M. N. Y. K.	Mar.	8
Hailoong D. L. Co.	Mar.	8
Taming B. & S.	Mar.	8
Chipshing J. M. Co.	Mar.	8
Shantung B. & S.	Mar.	8
Hopsang J. M. Co.	Mar.	8
Riojun M. D. & Co.	Mar.	8
Tean. B. & S.	Mar.	9
Euryalus P. & O.	Mar.	9
Laisang J. M. Co.	Mar.	9
Chunsang J. M. Co.	Mar.	9
Lancaster S. & D.	Mar.	9
Tientsin B. & S.	Mar.	9
Paoing B. & S.	Mar.	10
Sunning B. & S.	Mar.	10
Liangchow B. & S.	Mar.	10
Chihli B. & S.	Mar.	10
Teupao J. M. Co.	Mar.	11
Yuensang J. M. Co.	Mar.	11
Nankin P. & O.	Mar.	12
G. Aparc P. & O.	Mar.	12
Samarang M. D. & Co.	Mar.	12
Yatsing J. M. Co.	Mar.	12
Hanyang J. M. Co.	Mar.	12
Tjiliwong J. C. J. L.	Mar.	13
Khyber P. & O.	Mar.	14
Heijn M. N. Y. K.	Mar.	15
Nikko M. N. Y. K.	Mar.	15
Haihong D. L. Co.	Mar.	15
Hangsang J. M. Co.	Mar.	15
Bombay M. N. Y. K.	Mar.	17
Inaba M. N. K. Y.	Mar.	18
Haiching D. L. Co.	Mar.	19
Trieste D. & Co.	Mar.	20
Tjitaroem J. C. J. L.	Mar.	20
Tjileboet J. C. J. L.	Mar.	21
Nagato M. N. Y. K.	Mar.	21
Muroran M. N. Y. K.	Mar.	23
Barneo M. D. & Co.	Mar.	24
Calcutta M. N. Y. K.	Mar.	24

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)
TO
STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA,
INCLUDING NEW ZEALAND & QUEENSLAND PORTS,
RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
DILWARA	5,400	10 Mar. noon	S'pore, Colombo & B'bay.
KARMALA	9,000	19th Mar.	M'les, London & Antwerp.
KASHMIR	9,000	25th Mar.	M'les, London & Antwerp.
NANKIN	7,000	3rd Apr.	M'les, London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

EURYALUS	4,000	9 Mar. 9 a.m.	Singapore.
ARRATONNA	4,510	17th Mar.	Calcutta via Singapore, Penang and Rangoon.

EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	10th Mar.	Melbourne via Sandakan, Thursday Island, Townsville, Brisbane and Sydney.
EASTERN	4,000	5th Apr.	

SAILINGS TO SHANGHAI & JAPAN.

GREGORY A.	4,649	11th Mar.	Shanghai & Kobe.
NANKIN	7,000	12 Mar. 10 a.m.	Shanghai, Moji & Kobe.
KHYBER	9,000	14th Mar.	Shanghai & Kobe.

WIRELESS ON ALL STEAMERS.

Parcels measuring not more than 2½ ft. X 2 ft. X 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freights, etc., apply to
MACKINNON, MACKENZIE & CO.
22, Des Voeux Road Central. Agents.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA or VANCOUVER via Manila, Shanghai and Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

FUSHIMA MARU (Omitting Manila) Wed., 9th Mar. at 11 a.m.

TOYAMA MARU Friday, 11th Mar. at 11 a.m.

KASZIMA MARU (Omitting Manila) Wednes., 20th Apr. at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.

KLEIST ... Friday, 11th Mar. at 11 a.m.

MISHIMA MARU ... Friday, 18th Mar. at 11 a.m.

HAMBURG, AMSTERDAM, LONDON & ROTTERDAM.

MITO MARU ... Thursday, 24th March.

LIVERPOOL & MARSEILLES via Suez.

TAMBA MARU ... Thursday, 10th March.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU ... Monday, 28th Mar., at 11 a.m.

NIKKO MARU ... Tuesday, 19th Apr., at 11 a.m.

NEW YORK via Suez.

AKITA MARU ... Tuesday, 22nd March.

SOUTH AMERICAN PORTS via Cape.

WAKASA MARU (Sailing from Singapore) Friday, 29th April.

BOMBAY & COLOMBO via Singapore.

BOMBAY MARU ... Thursday, 17th March.

CALCUTTA MARU ... Saturday, 26th March.

CALCUTTA & RANGOON via Singapore & Penang.

MURORAN MARU ... Tuesday, 22nd March.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU ... Tuesday, 15th Mar., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

HEIJIN MARU ... Tuesday, 15th March.

INABA MARU ... Friday, 18th March, at 11 a.m.

NAGATO MARU ... Monday, 21st March.

For further information apply to— **NIPPON YUSEN KAISHA.**

Telephone Nos. 292 & 293. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.



Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjiluwang	Shanghai	11th Mar.	13th Mar.	Java
Tjitaroen	Java	11th Mar.	20th Mar.	Japan
Tjilboet	Japan	17th Mar.	21st Mar.	Java

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING
JAVA PACIFIC LIJN.
NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	For
Java	Java	25th Mar.	27th Mar.	S'pore & Hongk.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.
Yock Buildings.
Telephone No. 1974.

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.

STEAMSHIP SERVICES.

Regular Sailings to
FOR NEW YORK and BOSTON.
S.S. "EGREMONT CASTLE"
Sailing about end of March.

LLOYD TRIESTINO.

BRINDISI, VENICE & TRIESTE.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through B/Lading.

S.S. "HUNGARIA" Sailing on 8th March, at noon.

FOR SHANGHAI.

S.S. "TRIESTE" Sailing on or about 20th March.

Passengers Luggage can be insured at the office of the Agents

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. Co.)

Regular services between

JAPAN, HONGKONG & JAVA.

FOR JAVA.

S.S. "SAMARANG MARU" Sailing on or about 12th Mar.

S.S. "BORNEO MARU" Sailing on or about 24th Mar.

FOR JAPAN.

S.S. "RIOJUN MARU" Sailing on or about 8th Mar.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAIUN KAISHA)

Steamship services Trans-Pacific.

also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading for South African Ports, with transshipment at CALCUTTA, in conjunction with the Indo-China Steam Navigation Co., Ltd., and Apar Lines.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
TAIYUAN	13th March.	16th March.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36. Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM & CONTINENT.

For	Steamer	Sailing
LONDON, AMSTERDAM, ROTTERDAM & HAMBURG	"VIGO"	4th April.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co. Canton General Agents.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel	Due Hongkong.
"CARNARVONSHIRE"	15th March.
"PEMBROKESHIRE"	28th March.
"GLENIFFER"	12th April.
"GLENGLYLE"	28th April.

HOMEWARDS.

Vessel	Leaves Hongkong.	Discharges.
"GLENARIFFE"	13th Mar.	GENOA, LONDON & ROTTERDAM.
"GLENAPP"	25th Mar.	GENOA, LONDON, R'DAM & H'BURG.

Movements are subject to change without notice.

For freight or further particulars please apply to—

JARDINE, MATHESON & CO., LTD.AGENTS: **THE GLEN LINE, LTD.**

Telephone No. 215, sub-ex. 23 and 3696.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
KOBE	Laisang	Wed., 9th Mar. at 8 a.m.
BANGKOK via Swatow	Chunsang	Wed., 9th Mar. at d'light.
HAIPHONG via Hoihow	Teopao	Wed., 9th Mar. at 9 a.m.
MANILA	Yuensang	Fri., 11th Mar. at 3 p.m.
STRAITS & Calcutta	Yatshing	Sat., 12th Mar. at 3 p.m.
SHANGHAI & Tsingtau	Hangsang	Tues., 15th Mar. at d'light.

CALCUTTA LINE:—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon. SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE:—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENTSIN LINE:—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

S.S. "YATSHING" will be despatched on or about Saturday 12th Mar., at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SWATOW & SHANGHAI	Tientsin	9th Mar. at noon.
W'WEL, C'FOO & DALNY	Chihli	10th Mar. at d'light.
TIENTSIN	Paoting	10th Mar. at 8 a.m.
SWATOW & BANGKOK	Liangchow	10th Mar. at 10 a.m.
SHANGHAI	Sunning	10th Mar. at noon.
SHANGHAI & TSINGTAO	Suiyang	12th Mar. at noon.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtau (weekly), taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are Landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'tow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Agents.

Telephone No. 36. Hongkong Mar., 8, 1921.

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of East, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns,
(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Hailong	W. Couper	8th Mar. at noon.
Haiching	A. H. Stewart	FRI. 11th Mar. at noon.
Haichong	W. C. Passmore	TUES. 15th Mar. at noon.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

KENNEBEC STEAMSHIP CORPORATION

OF

NEW YORK

FASTEST SERVICE TO HAVANA, CUBA.

S.S. "WOODRICHEM" 6,500 tons sailing 10th March.

For Freight and Other Particulars, apply to—

KAT FAT & CO.,

AGENTS,

297, Des Voeux Road, Central.

Tel. 2591

MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. **HEIJIN M.** (Calcutta Line) left Calcutta for this port via Rangoon and Singapore, on the 22nd February and is expected here on the 14th March.

The N. Y. K. s.s. **NIKKO M.** (Australian Line) left Sydney, for Hongkong via ports, on the 23rd Feb. and is expected here on the 15th March.

The N. Y. K. s.s. **KAMO M.** (European Line) left London for this port via Suez on the 19th Feb. and is expected here on the 30th March.

The s.s. **IDOMENEUS**, (Blue Funnel Line) left Suez, on 11th inst. for Hongkong and is due here on 11th March.

The N. Y. K. s.s. **INABA MARU** (European Line) left London for this port via Suez on the 5th February and is expected here on the 17th March.

The s.s. **ATREUS** (Blue Funnel Line) left Suez on 17th inst. for Hongkong and is due here on 11th March.

The s.s. **AJAX**, (Blue Funnel Line) New York left Singapore on 27th instant for Hongkong via Manila and is due here on 9th March.

The s.s. **ELPENOR** (Blue Funnel Line) left Suez on 11th inst. for Hongkong and is due here on 20th Prox.

The T.K.K. s.s. **SIBERIA M.** arrived at Yokohama on the 25th instant, in accordance with schedule, being due at this port March 11th.

The R. M. S. **EMPRESS OF JAPAN**, left Vancouver for Hongkong, via Japan ports, Shanghai on the 23rd Feb. and is due at Yokohama on or about the 9th March.

The N. Y. K. s.s. **KLEIST**, (European Line) left Kobe for this port via Moji and Shanghai, on the 1st March, and is expected here on the 9th March.

The N. Y. K. s.s. **KAMAKURA M.** (Liverpool Line) left Liverpool for this port via Suez, on the 26th February, and is expected here on the 10th April.

The s.s. **HELENUS**, (Blue Funnel Line) left Shanghai on 3rd inst. for London, Amsterdam and Hamburg via Hongkong. Vessel is due here on 6th inst. and will sail, as above, on 8th inst.

The s.s. **EGREMONT CASTLE** sailed from Kobe via ports on the 2nd March and is expected to arrive here on or about 16th inst.

The B. I. s.s. **GREGORY A.** left Singapore for this Port on the 3rd instant at morning and is due here on the 9th instant.

The A. L. s.s. **WHEATLAND MONTAWA**, is due to arrive here from Singapore on or about Mar. 12th.

The A. L. s.s. **PAWLET**, is due to arrive here from Manila P. I. on or about March 10th.

The B. L. s.s. **SATSUMA**, is due to arrive here from Shanghai on or about March 15th.

The B. L. s.s. **ALLOWAY**, is due to arrive here from New York on or about March 20th.

The A. L. s.s. **GLYMONT**, is due to arrive here from Saigon on or about March 15th.

The A. L. s.s. **LAKONAWA**, is due to arrive here from Saigon on or about March 25th.

The E. & A. s.s. **ST. ALBANS**, left Moji for this Port on the 4th instant at afternoon, and is due here on the 8th instant at about 2 p.m.

The Lloyd Triestino's s.s. **HUNGARIA**, left Shanghai on the morning of the 4th inst., and leaves Hongkong for Singapore, Brindisi, Venice and Trieste at noon on Tuesday the 8th.

The Ben L. s.s. **BENLAWERS** from Leith, Middlesbrough and London, left Singapore, for this port on 3rd inst. and may be expected to arrive here on 10th inst.

The A. L. s.s. **CADARETTA**, is due to arrive here from Saigon on or about April 5th.

The A. L. s.s. **CROSSKEYS**, is due to arrive here from Seattle Wash. on or about April 6th.

The A. L. s.s. **COAXET**, is due to arrive here from Portland Ore on or about April 5th.

The R. M. S. **EMPRESS OF RUSSIA**, from Hongkong on the 10th Feb. arrived at Vancouver on the 1st March.

The P. & O. **DILWARA**, left Shanghai for this Port on the 6th instant at 6:30 a.m. and is due here on the 9th instant at about 6 a.m.

The s.s. **ATREUS**, (Blue Funnel Line) left Singapore on 6th inst. for Hongkong and is due here on 11th inst.

NOTICES.



What makes "WESTMINSTER SPECIALS"

so good ?

A TRIAL REVEALS A REFINED
FLAVOUR AND DELICATE
AROMA SUCH AS NONE
OTHER CAN BOAST OF.

WESTMINSTER

TURKISH SPECIALS

From all Leading Tobacconists.

Manufactured in England.



(This advertisement is issued by
Westminister Tobacco Co., Ltd.)

WEATHER REPORT.

March 8d. 11h 27m.—Pressure has decreased moderately at Weihaiwei, and slightly at other reporting stations.
The anticyclone has weakened and moved eastward.
The monsoon is interrupted to the north of Foochow. It will remain fresh to moderate over the N. China Sea.
Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 1.98 inches, against an average of 3.60 inches.

FORECAST FOR THE 24 HOURS
ENDING AT NOON TO-MORROW.

District.	Forecast.
1 Hongkong to Gap Rock	E. winds, moderate; fair.
2 Formosa Channel	N.E. winds strong, moderating.
3 South coast of China between H.K. & Lamocks.	The same as No. 1.
4 South coast of China between H.K. & Hainan.	The same as No. 1.

T. F. CLAXTON, Director.
H.K. Observatory, Mar. 8, 1921.

METEOROLOGICAL.

	Previous Day	on date.	on date.
at 2 p.m. at 8 a.m. at 10 p.m.			
Barometer	30.11	30.09	30.08
Temperature	66	59	66
H. m. d. y	61	81	64
Wind Direction ..	E. N.E.	E.	E.
Wind Force	3	2	3
Weather	o	b	c
Rain	0.00	0.00	0.00
Highest open air temperature on the 7th 66			
Lowest open air temperature on the 8th 59			

T. F. CLAXTON, Director.
H.K. Observatory, Mar. 8.

POST OFFICE.

The prices of Postal Stationery have been revised as follows:—
Post Cards 1c. & 1½c. — 2c. each
4c. — 5c. —
Postage Envelopes 4c. — 5c. —
Registered Letter Envelopes 10c.
Sizes F. G. H. & 1½ — 15c. —
Size K. — 20c. —

Telegraphic communication with Gap Rock Lighthouse is interrupted.
Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

Shanghai—Per DILWARA, 9th Mar.
Japan and Shanghai—Per KLEIST, 9th Mar.
Europe via Suez (Letters and Newspapers London 3rd Feb.)—Per GREGORY APCAR, 9th Mar.
Straits—Per NANKIN, 11th Mar.

OUTWARD MAILS.

To-morrow.
Hoihow, and Haiphong—Per TEO PAO, 5 p.m.
Hoihow and Bangkok—Per LAEN SAMUD, 9 a.m.
Shanghai & North China—Per TEAN, 3 p.m.
Japan—Per KIOJUN M., 11 p.m.
Straits and Bangkok—Per EURYALUS, 7:30 a.m.
W. H. Wei, Chefoo & Dairen—Per CHIHLLI, 5 p.m.
Shanghai, N. China, Dairen, Japan via Canada, United States, Central, & South America & Europe via Seattle—Per AMAZON M., Reg. 5 p.m. Letters 5 p.m.

Shanghai, & N. China—Per KWONGTAH, 2 p.m.
Tientsin—Per PAOTING, 5 p.m.
Swatow—Shanghai & N. China—Per TIENHSIN, 11 a.m.
Shanghai, N. China, Japan, Canada, United States, C. & S. America & Europe via Victoria B. C.—Per FUSHIMI M., Reg. 8:45 a.m. Letters 9:30 a.m.

Thursday, 10th Mar.

*Swatow, & Bangkok—Per LIANCHOW, 9 a.m.
Saigon—Per DERWENT, 5 p.m.
Swatow—Per HYDRANGEA, 3:30 p.m.
*Shanghai & N. China—Per SINGAN, 9 a.m.
Shanghai and N. China—Per SUNNING, 11 a.m.
Sandakan, Australia and New Zealand via Thursday Is.—Per ST. ALBANS, Reg. 9:45 a.m. Letters 10:30 a.m.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Bombay & Aden—Per DILWARA, 11 a.m.

Friday 11th Mar.

Shanghai & N. China—Per PAKHOI, 11 a.m.
Philippine Island—Per YUEN SANG, 2 p.m.
Swatow, Amoy and Foochow—Per HAICHING, 11 a.m.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Egypt and Europe via Suez—Per STENTON, Reg. 1:45 p.m. Letters 2:30 p.m.
The Parcel Mail will be closed on Thursday, 10th March at 5 p.m.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Egypt and Europe via Suez—Per STENTON, Reg. 8:45 a.m. Letters 9:30 a.m.
Philippine Is., Shanghai, N. China, Japan via Canada, United States, Central & S. America & Europe via Vancouver—Per TOYAMA M., Reg. 9:15 a.m. Letters 10 a.m.

HOTELS.

THE HONGKONG HOTEL CO., LTD.

OPERATING—

THE HONGKONG HOTEL,
HOTEL MANSIONS,
THE REPULSE BAY HOTEL,
AND THE
HONGKONG HOTEL GARAGE

J. H. TAGGART,
Manager.

KING EDWARD HOTEL.

CENTRAL LOCATION,
ELECTRIC LIFTS AND LIGHTING,
TELEPHONE ON EACH FLOOR,
HOTEL LAUNCH MEETS ALL STEAMERS.
Tel. 373. Telegraphic Address: "VICTORIA"
J. WITHELL,
Manager.

THE PEAK HOTEL.

530 FEET ABOVE SEA LEVEL
15 MINUTES FROM LANDING STAGE.
UNDER THE MANAGEMENT OF
MRS. BLAIR.

EUROPE HOTEL, SINGAPORE.

UNDER NEW BRITISH MANAGEMENT.
THE PREMIER HOTEL. FINEST SITUATION.
EXCELLENT CUISINE.
ARTHUR E. ODELL,
(Late Grand Hotel, Southcliffe, England and
Royal Palace Hotel, London, W.)

KINGSCLERE HOTEL MID-LEVEL
CRAIGIEBURN HOTEL THE PEAK
KNUTSFORD HOTEL KOWLOON
SACHSE, LENNOX & Co., General Agents
Are resident Managers.

GRAND HOTEL DE PEKIN

PEKING, CHINA.
Tel. Address: "GRAND HOTEL"
Peking. CODES:
A.B.C. 5th Edition;
BenNeys & Liebers.
THE ONLY HOTEL DE LUXE IN THE FAR EAST.

Afternoon dansant, daily.
Beautiful new steel and concrete fire proof building with six floors, 3 lifts, 200 rooms, each with private bath and city telephone; and a spacious roof garden overlooking the romantic Imperial Palace, the Legation Quarter, the Rockefeller Institute, and the entire city.

Unexcelled cuisine, with French chef. Banquets a specialty. Wines of the best districts of France.
Large playground for children in the park of the hotel, which is the healthiest location in the city.

THOS. COOK & SON, Headquarters, in the building.
Motor bus meets all trains.
L. M. MAILLE,
Manager.



SOLE AGENT,
MUTSUI BUSSAN KAISHA, LTD.,
HONGKONG

Saturday, 12th Mar.

Shanghai, North China & Japan—Per NANKIN, 8:30 a.m.
Straits, Bangkok, Calcutta & Aden—Per YAT SANG, 2 p.m.
Shanghai and N. China—Per SUI YANG, 11 a.m.
Saigon, Straits, Bangkok Ceylon, Mauritius, L. Marques, S. Africa, India, Dhanushkodi, Aden & Europe via Marseilles—Per PORTHOS, Reg. 5 p.m. Letters 5 p.m.

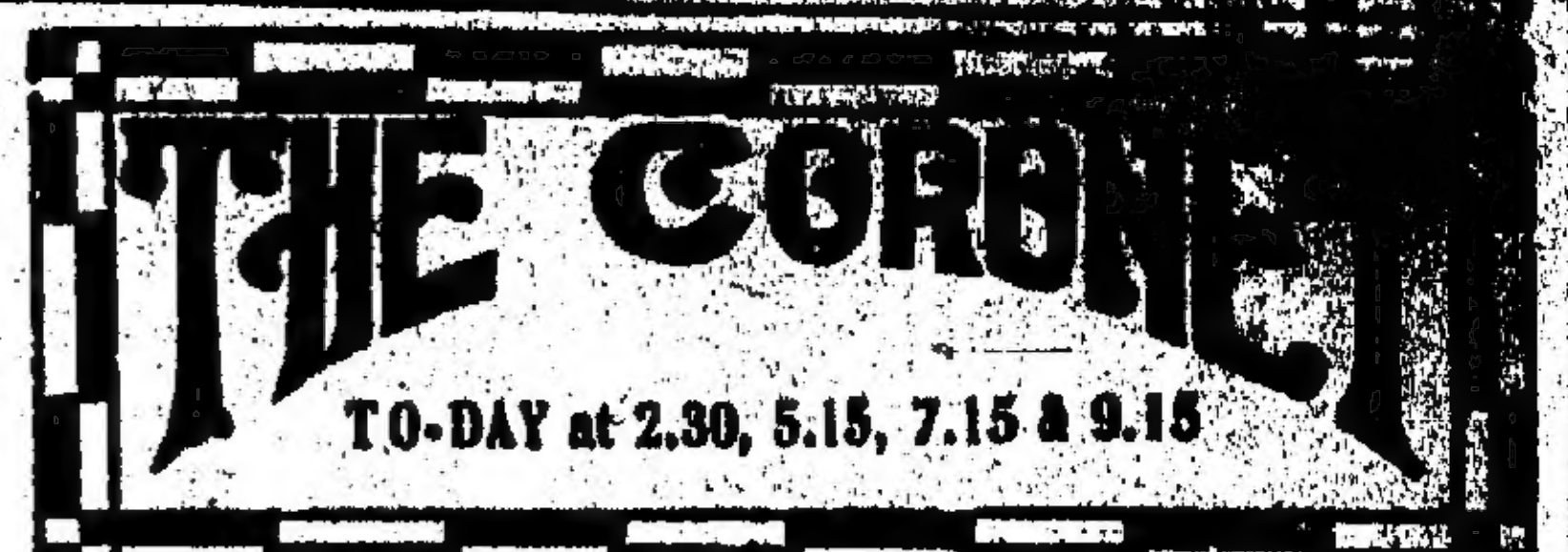
Sunday 13th Mar.

Swatow, Amoy and Keelung—Per AMAKUSA M., 9 a.m.

Monday, 14th Mar.

Shanghai & N. China—Per HANG SANG, 5 p.m.
Tientsin—Per KUEI CHOW, 2 p.m.
Tuesday, 15th Mar.
Swatow & Bangkok—Per LUCHOW, 9 a.m.
Swatow, Amoy and Foochow—Per HAIHONG, 11 a.m.
Japan—Per NIKKO M., 10 a.m.
Japan, Honolulu, Canada, United States, Central & S. America, & Europe via San Francisco—Per ANYO M., Reg. 9:15 a.m. Letters 10 a.m.
Correspondence bearing vessel's names only.

ENTERTAINMENT.



SPECIAL ATTRACTION
ELSIE FERGUSON
— IN —

"ROSE OF THE WORLD"

MACK SENNETT COMEDY. CORONET REVIEW.
Telephone 1743. Telephone 1743.

HONGKONG THEATRE

TO-NIGHT at 5.15 and 9.15 p.m.

Blanche Sweet

in

"THE GIRL IN THE WEB"

6 PARTS

NOTICE.



MITSUBISHI SHOJI
KAISHA, LTD.

(MITSUBISHI) TRADING CO. LTD.
COAL, GENERAL IMPORTS AND
EXPORTS.

SOLE PROPRIETORS OF COAL MINES OF
YAMAGUCHI, OCHI, MUTABE, KISHIDA,
YOSHIMOTO, HOJO, NAWAZU, SATO,
SHINKEI, KAWADA, KAMITAMADA, HIRAI
and OYABAKI.

Agents for SAKITO COAL.

HEAD OFFICE, TOKYO.

BRANCHES AND REPRESENTATIVES:—NAGASAKI, KARATSU, WAKAMATSU, MOJI, KURE, KOBE, OSAKA, TSURUGA, NAGOYA, YOKOHAMA, TOKYO, HAKODATE, MURORAN, OTARU, VLADIVOSTOK, PEKING, TIENTSIN, DAIREN, TSINGTAO, TSIANFU, HANKOW, SHANGHAI, HONGKONG, CANTON, MANILA, SINGAPORE, BOERABAYA, LONDON, PARIS, NEW YORK & SEATTLE.

Cable Address:—"IWASAKISA".
Codes:—A1, A.B.C. 5TH ED.,
Western Union and Bentley.

AGENCY FOR:—THE MITSUBISHI MARINE AND FIRE INSURANCE CO.
THE OSAKA MARINE & FIRE INSURANCE CO.

For Particulars Apply to:—
S. KOMURA, Manager.
No. 14, Pedder Street Hongkong.

TIDE TABLE.

7th Mar. to 13th Mar., 1921.

	High Water Hongkong Mean Time	Low Water Hongkong Mean Time
Mon. 7	h. m. 9 06	h. m. 3 23
Tues. 8	h. m. 9 22	h. m. 3 39
Wed. 9	h. m. 9 37	h. m. 3 54
Thurs. 10	h. m. 9 54	h. m. 4 10
Fri. 11	h. m. 10 17	h. m. 4 29
Sat. 12	h. m. 10 45	h. m. 4 58
Sun. 13	h. m. 11 18	h. m. 5 24

m morning, a afternoon

Printed and Published for the Proprietor by Alfred Morley at 14, Lee House Street, in the City of Victoria Hongkong.

TO-DAY'S SHARE
QUOTATIONS.

OFFICIAL PRICES.

Banks.

H.K. & S. Bank	b.	780
East Asia	b.	116 1/4

Marine Insurance.

Cantons	b.	445
North China	n.	153
Unions	b.	275 sa. 275/80
Yangtzes	b.	24
Far Eastern	b.	120

Fire Insurance.

China Fires	b.	185
H. K. Fires	b.	320

Shipping.

Douglases	b.	69
H.K. Steamboats	n.	25
Indos (Pref.)	b.	25
Indo Def. Lon/Reg. n.	n.	270
Indo Def. H.K. Reg. b.	b.	260
Shells	n.	100/-
Ferries	b.	28 1/2

Refineries.

Sugars	b.	287
Malabour	b. & sa.	62

Mining.

Kailans	s.	92 -
Langkats	n.	144 1/2
Shanghai Loans	n.	144 1/2
Shai Explorations	b.	70 cts.
Raubas	n.	23/-
Tronohs	n.	12/6
Ural Caspians	n.	12/6

Docks, Wharves, Godowns, &c.
H.K. Wharves b. 91
K. Docks b. & sa. 176
Shai Docks b. 132
N. Engineerings n. 30 1/2

Lands, Hotels & Buildings.

Centrals	b.	115
H.K. Hotels	n.	180
H.K. Lands	b. & sa.	136
H. Hreys Est.	b. & sa.	9
Kloen Lands	n.	36
L. Reclamations	n.	133
West Points	b.	54

Cotton Mills.

Ewos	n.	139 1/4
Kung Yiks	n.	139 1/2
Lau Kung Mows	n.	139 1/2
Oriental	n.	139 1/2
Shai Cottons	n.	139 1/2
Yangtsepoos	b.	125 1/4

Miscellaneous.

Cements	b.	11.90 sa. 113
Do. Light old	b.	82
China Light new	b.	82
China Providents	b. & sa.	114 1/2
Dairy Farms	b.	25
Electricity H.K.	b.	21
Electricity Macao	b.	30
Hongkong Ropes	b. & sa.	23
Hk. Tramways	b.	10 1/2
Peak Tramway old	b.	8.40 sa. 8.4
Do. new	b.	85 cts.
Steam Laundries	b.	5 1/4
Steel Foundries	n.	10
Water-works	n.	15 1/4
Wawona	b.	7.30
Wm. Powells	b.	20
Wisemans	b.	28 1/2

Hongkong, Mar. 8, 1921.